

MASSACHUSETTS PLOUGHMAN
SATURDAY MORNING, AUGUST 12, 1848.
William Buckminster, Editor

STATE ELECTIONS.

A number of the States at the south hold their elections in August. North Carolina, Kentucky, Indiana, Illinois, and Missouri have been engaged in that business, and we have had partial reports from them. In North Carolina the democrats have been more awake than the whigs, and they have gained largely upon them. It is somewhat doubtful which party will prevail in their State election. From Kentucky we hear that Mr. Crittenden will be chosen to the Senate, and probably two. Chicago has given 250 majority for the whig candidate, but the district is democratic, and Mr. Wentworth (Long John) is elected. Mr. W. is a liberal member. From the other States we have but few returns.

HARD TIMES SCARCITY OF MONEY. While we continue to purchase more from foreign countries than they do from us, we must expect our money to go off to pay the balances. Why do people buy so much when money is scarce? If people will buy foreign babbles, merchants will import them. The whole matter rests with the consumers of those superfluous articles. The power is in their hands. Let them buy of their own people and pay in our own products.

BUFFALO CONVENTION. The day set for the meeting of this assembly was the ninth. We learn that on that day Charles F. Adams of Boston, was chosen President and a large number of Vice Presidents were chosen, being nominated by the State delegations. The Convention could not agree on a candidate for the Vice Presidency, and therefore Gen. Butler or Mr. Fillmore will yet stand a chance to be elected to that office.

EDP Politicians are now discussing the important question of submission to majorities. Are the members at Buffalo bound by any decision, unanimous or not? It would be laughable to see Bolters from that assemblage. Bolters from the bolting body. Why not have a rule that a minority should govern? This is the plan of many in France and its beneficial consequences have already seen.

EDP Our Sherburne correspondent ought never to forget that wild cherry tree leaves, when partially dry, are deadly poisonous to nestle. We have often called the attention of our readers to this within half a dozen years. When the leaves are broken green they seem not to be injurious.

THE WEATHER. It has been quite hot weather here for a number of days, and the surface of the earth is so dry that travellers want rain. But vegetation has not suffered, and every lot except the pasture is better without rain than with it. The thermometer in our office yesterday morning indicated 80 degrees. On Thursday, in the afternoon in State street, the mercury was above 90°.

MR. VAN BUREN NOMINATED. On Thursday night the magnetic telegraph announced the intelligence of the nomination of ex president Van Buren by the Buffalo convention on the second day of its session. No particular were given, and it is said the wires broke just at the juncture.

EDP An immense mass meeting of the friends of Ireland was held in New York on Wednesday. The sum of \$2000 was subscribed. Another on the same day was held in Washington, where a large sum was collected. Few subscriptions of \$100 each were voted.

EDP A terrible tornado visited the towns of Ripley and Dexter, in Maine, on the 27th of July. Many houses and barns were torn down—some entirely demolished—but no lives were lost.

ABSENCE OF MIND. The only instance we have heard this week, occurred at the tea-table. The presiding genius at the board handed a glass an empty cup, though he had sipped but one. He returned good for evil—a loaded plate of cake.

FITCHBURG RAILROAD.—The large depot in this city is completed and the cars have commenced their regular runs from it. This is a great accommodation to most of the travellers on the Fitchburg road.

EDP Mr. John Wild, son of Joseph Wild, attorney, aged 19 years, was drowned on Saturday last. He went out to bathe, and in an hour was brought home a corpse.

EXHIBITION OF BIRDS.—The learned Canary Birds are now on exhibition at 221 Washington street. They are worth seeing by those who are curious in such matters.

EDP The general appropriation bill was passed in Congress on Saturday night, the Senate continuing in session till eleven o'clock.

UNIVERSITY AT CAMBRIDGE.—The annual commencement of this institution will take place on Wednesday, the 1st of August. We understand that the present graduating class is somewhat larger than that of last year, and also that the number of candidates for the freshman class will be unusually large.

EDP Rev. Dr. Bushell will deliver the address before the Phi Beta Kappa Society, and Epsom Saugus, the poem.

The Corporation of Harvard University have been too hasty in their resolution to the school of law; has great ability and talents equal to that of Chief Justice Parker and Professor Parsons, will doubtless be a great inducement for gentlemen pursuing the study of law, to give this institution their preference. [Cambridge Chronicle.]

THE SUGAR CROP OF TEXAS.—The sugar crop of Texas will this year be more than double that of 1847. The first exportation of sugar from that section of the Union was made in 1846, and amounted to only fifty bushels. The crop of 1847 amounted to 2000 bushels, of which between five and six hundred bushels were exported. The crop of this year is estimated at five thousand bushels.

RAILWAY CAR BURST. About twelve o'clock on Wednesday night, at Newton Lower Falls, one of the large double baggage cars of the Worcester Railroad Company took fire from some cause unknown, and was nearly destroyed with its contents, stock for the paper mills, and a quantity of general articles. The Falls Fire Department turned out and saved the freight platform and other cars from destruction. [Traveller.]

Mr. Stephens, of Georgia, the Southern whig, upon whose motion the compromise bill of the House, which was unmercifully rejected in the House, and who was attacked by the Washington Daily, is a traitor to the South. He says he will never vote a dollar for carrying out the provisions of the treaty with Mexico.

THE NIAGARA SUSPENSION BRIDGE.—This bridge spans the river at its narrowest point about one mile below the falls, and where the embankments are highest. An eye witness of the fall of Mr. H. C. Hunt driving a horse and carriage across, furnishes the following interesting account to the Baltimore Patriot:

The horse was rather a fractious one, and blind of an eye. Mr. E. stepped into the carriage with great composure, started his horse, rode over in triumph from the American to the Canada side and back, being enthusiastically cheered by the spectators. In a first splendid achievement, he borrowed the carriage which myself and company were riding, and drove it triumphantly across and back with two horses. The distance from the bridge to the water is 230 feet, and from the water to the bottom 230 feet or more, making 460 feet. As the horses and vehicle passed over, the bridge would gradually give way, but the carriage, which in itself is very strong, did not move. The increase of railroads around Boston, diverging from that point to every section of New England, has greatly facilitated the activity of money allowing of its more frequent transmission to Boston in the payment of debts, and of its return upon the issuing bank for redemption. The banks of New England, subject to this operation, are all doing, according to recent re-

turns:

SUMS OF NEW ENGLAND.

No.	Name	Capital.	Louis.	Pence.	Circulation.
Mass.	\$3 12,449,500	23,102,536	857,557	59	\$9,988,519
Conn.	32 8,605,732	14,291,857	482,165	4	4,457,631
R. I.	61 8,655,210	14,154,267	266,158	3	3,531,369
Vt.	24 1,000,000	1,000,000	100,000	0	1,000,000
N. H.	17 1,619,669	3,015,139	128,679	1	1,757,985
N. E.	24 1,000,000	5,636,284	559,995	0	2,536,829
Total	24 16,359,331	24,151,241	1,874,160	10	\$23,455,114
Boston	26 15,833,331	24,062,942	3,015,015	0	20,707,853

THE "SUFFOLK SYSTEM." A writer in the *Merchants' Magazine* gives the following sketch of the mode of doing banking business in New England:

"The markets generally, both here and in the interior, are active, and money circulates very freely. In the New England states more particularly, the activity of money is very great, following the prompt communication between the country and the city. It is well known that nearly all the banks of New England are compelled, through the operation of trade, to keep up a constant supply of specie. In a first grand achievement, he borrowed the carriage which myself and company were riding, and drove it triumphantly across and back with two horses. The distance from the bridge to the water is 230 feet, and from the water to the bottom 230 feet or more, making 460 feet. As the horses and vehicle passed over, the bridge would gradually give way, but the carriage, which in itself is very strong, did not move. The increase of railroads around Boston, diverging from that point to every section of New England, has greatly facilitated the activity of money allowing of its more frequent transmission to Boston in the payment of debts, and of its return upon the issuing bank for redemption. The banks of New England, subject to this operation, are all doing, according to recent re-

turns:

SUMS OF NEW ENGLAND.

No.	Name	Capital.	Louis.	Pence.	Circulation.
Mass.	\$3 12,449,500	23,102,536	857,557	59	\$9,988,519
Conn.	32 8,605,732	14,291,857	482,165	4	4,457,631
R. I.	61 8,655,210	14,154,267	266,158	3	3,531,369
Vt.	24 1,000,000	1,000,000	100,000	0	1,000,000
N. H.	17 1,619,669	3,015,139	128,679	1	1,757,985
N. E.	24 1,000,000	5,636,284	559,995	0	2,536,829
Total	24 16,359,331	24,151,241	1,874,160	10	\$23,455,114
Boston	26 15,833,331	24,062,942	3,015,015	0	20,707,853

THE "SUFFOLK SYSTEM." A writer in the *Merchants' Magazine* gives the following sketch of the mode of doing banking business in New England:

"The markets generally, both here and in the interior, are active, and money circulates very freely. In the New England states more particularly, the activity of money is very great, following the prompt communication between the country and the city. It is well known that nearly all the banks of New England are compelled, through the operation of trade, to keep up a constant supply of specie. In a first grand achievement, he borrowed the carriage which myself and company were riding, and drove it triumphantly across and back with two horses. The distance from the bridge to the water is 230 feet, and from the water to the bottom 230 feet or more, making 460 feet. As the horses and vehicle passed over, the bridge would gradually give way, but the carriage, which in itself is very strong, did not move. The increase of railroads around Boston, diverging from that point to every section of New England, has greatly facilitated the activity of money allowing of its more frequent transmission to Boston in the payment of debts, and of its return upon the issuing bank for redemption. The banks of New England, subject to this operation, are all doing, according to recent re-

turns:

SUMS OF NEW ENGLAND.

No.	Name	Capital.	Louis.	Pence.	Circulation.
Mass.	\$3 12,449,500	23,102,536	857,557	59	\$9,988,519
Conn.	32 8,605,732	14,291,857	482,165	4	4,457,631
R. I.	61 8,655,210	14,154,267	266,158	3	3,531,369
Vt.	24 1,000,000	1,000,000	100,000	0	1,000,000
N. H.	17 1,619,669	3,015,139	128,679	1	1,757,985
N. E.	24 1,000,000	5,636,284	559,995	0	2,536,829
Total	24 16,359,331	24,151,241	1,874,160	10	\$23,455,114
Boston	26 15,833,331	24,062,942	3,015,015	0	20,707,853

THE "SUFFOLK SYSTEM." A writer in the *Merchants' Magazine* gives the following sketch of the mode of doing banking business in New England:

"The markets generally, both here and in the interior, are active, and money circulates very freely. In the New England states more particularly, the activity of money is very great, following the prompt communication between the country and the city. It is well known that nearly all the banks of New England are compelled, through the operation of trade, to keep up a constant supply of specie. In a first grand achievement, he borrowed the carriage which myself and company were riding, and drove it triumphantly across and back with two horses. The distance from the bridge to the water is 230 feet, and from the water to the bottom 230 feet or more, making 460 feet. As the horses and vehicle passed over, the bridge would gradually give way, but the carriage, which in itself is very strong, did not move. The increase of railroads around Boston, diverging from that point to every section of New England, has greatly facilitated the activity of money allowing of its more frequent transmission to Boston in the payment of debts, and of its return upon the issuing bank for redemption. The banks of New England, subject to this operation, are all doing, according to recent re-

turns:

SUMS OF NEW ENGLAND.

No.	Name	Capital.	Louis.	Pence.	Circulation.
Mass.	\$3 12,449,500	23,102,536	857,557	59	\$9,988,519
Conn.	32 8,605,732	14,291,857	482,165	4	4,457,631
R. I.	61 8,655,210	14,154,267	266,158	3	3,531,369
Vt.	24 1,000,000	1,000,000	100,000	0	1,000,000
N. H.	17 1,619,669	3,015,139	128,679	1	1,757,985
N. E.	24 1,000,000	5,636,284	559,995	0	2,536,829
Total	24 16,359,331	24,151,241	1,874,160	10	\$23,455,114
Boston	26 15,833,331	24,062,942	3,015,015	0	20,707,853

THE "SUFFOLK SYSTEM." A writer in the *Merchants' Magazine* gives the following sketch of the mode of doing banking business in New England:

"The markets generally, both here and in the interior, are active, and money circulates very freely. In the New England states more particularly, the activity of money is very great, following the prompt communication between the country and the city. It is well known that nearly all the banks of New England are compelled, through the operation of trade, to keep up a constant supply of specie. In a first grand achievement, he borrowed the carriage which myself and company were riding, and drove it triumphantly across and back

